

Headquarters Air Mobility Command



RSSP Lessons Learned

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Why Are They Important



"Logistics is no longer a rear action. Looking back at Operation Desert Storm and ahead toward a possible new war with Iraq. Very few people know that at least 50 percent" of the 390 GIs killed in Desert Shield and Desert Storm in 1990 and 1991 died while supplying front-line troops.

***-- Lt. Gen. William G. "Gus" Pagonis
United States Army, Retired***



OVERVIEW



-
- **AMC Programs**
 - **Similarities**
 - **AMC Mission**
 - **How Did We Get Here**
 - **Overview of Programs**
 - **Lessons Learned**
 - **AMC Improvements**
-

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Contractor Logistic Support Programs



C-5 -- AMP/RERP
KC-135 -- GATM/MPPRS/ROBE
C130J
C-17
C-130 - AMP
KC-10
767



Similarities

■ What similarities do these programs have?

Answer: “Their differences”

- **Different performance metrics or measurements of success**
- **Different philosophies of how to lay in initial spares**
- **Different philosophies in how to compute RSP’s**
- **Different Program Office philosophies**
- **Differences in who owns the spares or who owns the aircraft**
- **Differences MAJCOM/Contractor/SPO relationships**
- **Differences in support concepts**

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AMC's Mission



■ How is AMC's support concept different

- Forward Supply System
- Primary Supply Points
- In Place Readiness Spares Packages
- Strategic Modeling for RSP's
- How we deploy
- TACC

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How Did We Get Here



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- **Reality Based Acquisitioning**
 - **Politics**
 - **Funding**
 - **Lack of Communication**
 - **Our own Lack Of Knowledge**

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C-5 AMP



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- **Two Level Maintenance Concept**

 - **COSS (Contractor Owned /Operated Supply Support)**
 - **System level MC rate**
 - **Contractor bought its calculated spares level**
 - **Items are leased/Gov't does not accept title**
 - **Significant up front savings**

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C-5 AMP



■ Benefits:

- System level performance guarantee
- Cost

■ Losses:

- The ability to increase quantities to our requirement
- Control of the assets bought for the aircraft to support the trainers
- Single interface at SBSS (corrected)
- Benefits of common items

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C-5 Reliability Enhancement & Re- engining Program



- **Engine (CF-6) is CLS with a 10 year warranty**
 - **Contractor ran source selection prior to contract award**
- **Two Levels of Maintenance**
- **Peculiar spares are contractor managed and Gov't owned**
 - **PRS Model to determine spare engine buy quantity**
- **C-5 AMP is configuration baseline**

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C-130J



- **Hub/Spoke concept to offset initial investment**
 - Provides level buying/sparing
 - Contractor managed/Gov't owned
- **One year warranty on the total aircraft**
- **Commercial aircraft**
 - “it’s (not) in there” pricing
 - Matrix for deployments cumbersome (since changed)
 - ORD written after the aircraft developed

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KC-135



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- **MPPRS - Gov't owned Spares/Contract Repair**
 - Demand data lost

GATM - Gov't owned spares/Contractor Repair

- Slow provisioning
- 1st plane will be fielded before arrival of spares
- Support - Maintenance to Depot Maintenance

ROBE - Gov't owned spares

- Joint Mission (AMC and ESC)
- No Logistic Support Concept
- Difficulty with ESC in defining support process
- Limited provisioning



KC-10



■ COMBS -

Spares inventory remains government property at the conclusion of contract. Contractor required to maintain closed loop system which ensures integrity of the AF inventories

-- Difficulty tracking requirements during real world contingencies



Lessons Learned

■ Lessons Learned

- **Don't use two different support concepts for two closely related modification programs**
- **Incorporate into contract and LSP early the AF method to compute RSP's and lay in of initial spares - insist upon active participation**
- **Read the fine print (ORD, Contract, and LSP)**
- **Ensure contractor understands MAJCOM support structure**
- **Read all the fine print**
- **Incorporate process to address ?losses?**



Lessons Learned

■ Lessons Learned

- Understand how metrics are defined...may not mean what you think they do
- Ensure contractor is accumulating repair data
- Ensure program office defines sustainment in the same you do
- Don't wait until funding is available to identify your requirement
- Don't contract for a fixed number of spares



AMC Improvements



- **What are we doing differently**
 - **Don't use two different support concepts for two closely related modification programs**
 - **Embraced RSSP principles**
 - **Centralized CLS oversight into one section**
 - **Educating personnel involved in process - DAU on-line courses**
 - **Continuity books on all programs**
 - **Attempting to normalize programs -- continuity for RSS and field level personnel**
 - **Assertive versus passive role**
 - **Defining our requirements**
 - **Working closely with command acquisition**



Summary

- Where we were yesterday
- Where we are today
- Where we are going

Questions

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